G. R. S. 58]

Previous references.

~~191~~ 1893-4

(Local Bds)

File No. 283. Q 53.

Serial Nos. 1-2

Later references.

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1-2

Part B for June 1894.

SUBJECT.

Proposals for the transfer of certain D. F Roads of the French Rocks Circle to Provincial Funds.

Sl 1. From, The Deputy Commissioner Mysore.
No. 1156 D 19-4-94. Submits for orders an extract from The Proceedings of L. F Board meeting of the French Rocks Circle requesting sanction for the transfer of Seringapatam-Channarayapatna Road, and French Rocks Station Nelligere Road to P. Funds.
Sl 2. To, The Deputy Commissioner Mysore.
No. 20916. D 5-6-94. States That There is no Good reason for transferring The Roads in question to Provincial funds.

GRB—10,000—25-3-15

Recommended: Nattabhiramiah

No. 1156.
Ecn. 1

DEPUTY COMMISSIONER'S OFFICE,
MYSORE DISTRICT,

Dated Mysore April 19th 1894.

From

A. Rangaswamy Iyengar Esquire B.A.B.L.

Deputy Commissioner,
Mysore District.

To

The Chief Secretary to the Dewan of Mysore,
Bangalore

SIR,

I have the honor to forward herewith for orders of Government an extract from the proceedings of the Local Fund Board meeting of the French Rocks circle held on 9th January 1894, stating for the reasons noted therein that the Government may be requested to carry out the repairs of the Seringapatam Channapatam road, and French Rocks Station Nelligere road, from Provincial Funds, instead of from District funds as at present.

I have the honor to be
Sir,
Your Most obedt Servt

K. Narasimma Ayangar
for Deputy Commissioner
Mysore District

Sanctioned for 1894-95, the following Progressive Grant + Provision as 5580 − 3500 = 2080

Sg

Copy
Ely.

3 Encl.

Proceedings of the Local Fund Meeting held at French Rocks on the 9th January 1894 for preparing the Budget Estimates of the year 1894-95 under Receipt and Expenditure.

× × × × × × × × × × × × × × × × × ×

11 The Executive Engineer desired on an extra grant of Rs 20 per mile i.e. in all Rs 1140 over the last year's grant to the Roads —

A. Seringapatam - Chennarayapatam Road —

B. French Rocks Station Nellyore Road. The Committee regretting that it resolved that important as these roads are and have to be kept always in good order their annual cost is a great drag on the income of the Board and that if the Government be pleased to maintain them from the Provincial Funds and relieve the Board of their cost the Board will be able to utilise the

Memorandum.

I. Chennageree System of roads comprise the following lines.

A Sanctioned Lines on which work is in hand

(1) Chennageree to Malebennur 29 miles.

(a) Section No 1 Chennageree to Sulikere Tank bund including bridging 11½ miles 33,706

(b) Section No 2 Sulikere Tank Bund to Basavapatna including tunneling 7 miles, of which, 2 miles are on Bavavan Channel bank included in the Channel Estimate. remaining 5 miles. 6,715

X ? What does the mean? does it mean bridging? ~~bridging~~ ?

(c) Section No 3 Basavapatna to Malebennur excluding the cost of bridging larger streams but including smaller tunnels and causeways 11½ miles 16790 57211

(2) Railway Feeder from Sulikere to Pasulu Railway Station via Santebennur. Section Nosuru Village to Santebennur including smaller tunnels and causeways 9 miles sanctioned 13,490

B Unsanctioned lines but where work is in hand.

Supplemental Estimate for completing Sulikere Pasulu Road, viz constructing one mile of road from Sulikere Tank bund to Nosuru and the 70,701

19,701

the extension from Danlebennue to
Thitaldung District Frontier nearly
4 miles 6,134

C Unsanctioned Works but known to
be early carried out 834

Bridging 3 deep hullas where the C.E.
crossing is bad and tunnelings
and constructing causeways across
minor hullas on the 3rd section of
Thennagere Malebennue Road about 10,000

D New Lines.

(1) Thennagere to Pdambure via
Pakkambudi. Section Thennagere
to Pakkambudi and Pundi
(portion in Shemoga District)
without bridging larger streams
approximate length 14 miles
approximate cost at Rupees 2,000 f
per mile ——— 28,000

(2) Tulikere to Davengere via
Syavange. Section Tulikere
to Shemoga District Frontier.
About 8 miles at Rupees 2,000 f
per mile (bridging Syavange
hulla excepted) 16,000

(3) Thennagere to Danlebennue
via Devara Hulli about 11 miles
at 1,30,835

		2,08,963
	miles at Rupees 6000	72,000
(4)	Bridging the Sharavathy River on any one of the main lines	1,00,000
(5)	Branch to Sirsi from a point near Vaddi on Talguppa Bailgode Road via Lingammakki, Malali Belagalu, Mallakki, Gergavi, 13 miles at Rs 3500/- providing causeways only for larger streams	45,500
(6)	Branch from Belagalu to the New Traveller's Bungalow on the Mysore side of the Falls via Shivlee - 4 miles at Rs 3000/- no large streams	12,000
(7)	Link Line from Ambargodlu on Anandapuram Karwe Road to Menasagavi on Talguppa Bailgode Road 9 miles at Rs 2,000/-	18,000
(8)	Link to join Karwe with Kalwe Ghat System at Benkatti 6 miles at Rs 2,500/- the large streams intervening being crossed by ramps	15,000
	Total 84 miles @ cost Rupees	4,71,463

The Sagar System included in the forecast Programme and as detailed above is shown in the accompanying Topo Map. It consists of two main lines starting from Anandapuram and

and Talaubba with branch and link lines from
them. The main lines are proposed to be bridged
over by the Sharavati River which will have one
bridge only either at Talebagabarah Kenvagare
The harbour Ghaut to be opened is yet undecided.
The Venne or the Gaurdanagere Ghaut leads
to Gaervabba. The Sauer Gaervabba Ghaut
on the right bank of the Sharavaty is now
being improved and regraded at a large outlay
by the Bombay Government and moreover leads
to Gaervabba direct abbeavy necessary
Further the Venne or the Gaurdangere Ghaut
being at the extreme northern corner of the Talua
more costly and long feeder lines will have to
be constructed. The more Central Ghaut from
the head at Hachole to the foot at Gabargy
via Bachodiabbeare preferable. The full
Ghaut will lie in the flyers territory
and lead to Chathab part where coasting
steamers call very much and facility exists
for good trade. Further reference this will
be submitted later on.

As regards the 1st Sections of the two
main lines now under construction the
estimate as now sanctioned amounts to
Rupees 69,963/- and Rupees 20,000/- more
will be required to complete the bridges
excepting the Sharavati. The outlay

to

communications required to open out what is termed the Western Sagar Malnad.

This tract is absolutely without any roads for wheeled traffic. It comprises ten Maganis enclosed on the north by the Sagar Gerseppa Falls road, on the east and partly on the south by Kolur Ghat & Sagar Road and on the west and partly on the south by the Western Ghats. Its area is about 440 Square Miles, population about 25,000, and Land Revenue about Rupees 90,000/— Its Revenue shows considerable decrease during the past twenty years. During the same period the population of 7 of the 10 Maganis (excluding Soulnad Kanur-nad and part of Brahmavada) has largely decreased as the following figures show:—

Population of	1871	18,864
Do	1881	15,096
Do	1891	14,890

The population of the excluded three Maganis which com-

more

more or less under the influence
of the Vallur-Katte-Sagar Road
opened in ~~1~~ nearly doubled
itself in the decade from 1871
to 1881 but it has remained
nearly stationary during the last
decade. Similar impetus has
not been felt in the more Northern
Taluqs from their proximity
to the Sagar Gerosoppa Talle Road
owing probably to the intervening
unbridged Sharawati. During
the last twenty years enormous
sums have been spent in opening
out the Sagar Malnad and
Koppa Malnad, but not a Rs
rupee has been spent in the Tal
~~Tract~~
in question in road-making or
road-maintaining. The Tal
Taluqs in question contribute
an annual sum of over Rs 6,000/-
as local cess to make or maintain
from which no roads exist,
besides a considerable sum as
irrigation cess to maintain
from which no irrigation works
exist.

2. The Tract not only labours
under a serious disadvantage
in the matter of communications
as

as compared with Malnad tracts
more to the south, but its gardens
inferior in quality as compared with
those of Sagar and Shoppa on the
South) are more heavily assessed.
3 The ten maganis in question
show unmistakable signs of decay
and from investigations made
during my tour through them
in the cold weather of 1889-90
and from reports of local Officers,
there is no doubt that much of
this decay can be arrested by
opening out the entire tract by
means of suitable communications.
4. The interesting reports
submitted by Mr. Madhava Rao
the Deputy Commissioner and
Mr. Nagendra Rao Executive Engineer,
give valuable information as to
the scheme of communications
which should be adopted to
ensure the prosperity of the
tract in question. Mr. McHutchin
has made a careful inspection
and his recommendation is as
contained in a report which
I have perused with much
interest

5 Communications are re-
quired both eastward and
westward, the former for trans-
-port of areca nut to Bellary
and Bellary and the latter
for transport of paddy to the
West Coast. There can be no re-
difference of opinion as to the
eastward communications re-
-quired. The principal areca
exporting magania are Karabadi
on the north and Thavur on the
south. The former is best served
by a road taken off from near
Salgubbe on the Sagar-Gerippa
Falls Road, and the latter by
a road taken off from Shim-
-hulli on the Sagar-Benhatti
Cross road. Work on these
two roads was commenced
more than a year ago and is
already in fair progress.
The sanctioned estimates are * Herewith returned.
for 11½ miles from Salgubbe to
Kalgodu via Neralagadi
Rupees 38.51 f- and for 11 miles
from Shimhulli to Thavur
Rupees 30.09 31-
6 These roads even up to the
point to which they are
now

16

now being made will be found most beneficial, but there is further two extensions more towards the west and their eventual connection with a proper Ghat Road leading to the West Coast are necessary to complete the scheme of communications required for Western Sagar.

6. Before we can determine the particular directions in which the roads from Salagupa and Ruinhully should be further extended it is of course necessary to decide regarding particular Ghaut Roads to be constructed. The selection of the best Ghaut is a question of considerable difficulty. Besides the present Ghat Road from the Gerusippa Falls to the Gerusippa Village at the foot of the Ghauts, there exists the following passes along one of which the proposed new Ghaut Road fit for wheeled traffic will have to be made.

Venne Pass. This leads direct to the Gerusippa Village and is much used by the

people

people not only of Sagar but also of Sagar for its native part of their produce, chiefly paddy, on pack bullocks up the Gerripka Village and thence by boat to Honawar on the West Coast. A Ghaut Road along the base would follow the Varahi along its left bank, the present Ghaut Road fit for wheeled traffic being on its right bank, the Venne Ghaut will be on the extreme north of the Tract in question.

2. Govardhanpiri Cave. This is to the south of Venne and leads also to Gerripka Village but is not used by the people to the same large extent to which Venne is used.

3 Saralhole Cave. This is a new base discovered by Mr Mc Hutchin. This would be in the centre of the Tract in question. It would establish communication between the Mysore Plateau above and the Saralhole magani below which has a general elevation of only 300

ft.

It would communicate with the small sea-port town of Bantkal.

4. Nagavadi Pass. This is used to some small extent by the people, and is altogether outside the Saralhole Magani and on the south of it. It would also lead to Bantkal.

and 5. Varni Pass. This is on the extreme south of the tract in question and would lead to Ganganad and thence to the small seaport of Byndur in South Canara - not far from it on the south is the existing Kolur Ghaut Road.

8. The Govardhangiri Pass was much used early in the century, when there existed communication from it via Saunthankatte to Barangy and Salgudde on the East and North and with Savagahulle and Varur on the South and East, the Southern line of communication meeting the lines leading to the Nagavadi and Varni passes. These lines

lines are shown as broad roads in the map of 1804. The Gavardhangiri Pass down which I walked to Gersippa Village in 1890 appears to be the most difficult of the available lines for the purpose of road-making but the Yenne leading also to Gersippa Village is reported to be much easier. If this be so the Gavardhangiri may be excluded from consideration

9. The Nagavadi and Varni Passes need also not be considered as they are too much in the south of the tract to be served.

10. There only remain the Yenne and Sarachole Passes to consider

11. The advantages of Yenne are:—

1st That it would establish an easy line of communication between Western Sagar and Gersippa which is an important market

whence

whence the large port of Honavar is readily reached by cheap tidal river communication.

2ndly That the distance of new road required from Kralgode (up to which the road from Talaguppe is already under construction) to Gerisoppa via Honne is only 25 miles, about 5 of which would lie in British Territory.

Note. The alignment on the map is apparently not the best. The existing track from near the seventh mile of the new Talaguppe Kralgode Road seems to be the best and would save some distance.

3rdly That Gerisoppa has long been a large market, and it is useless to expect Bankhal to acquire the same importance. Trade is notoriously slow to change its accustomed route

4thly That the Honne Ghaut will be far easier than the existing Ghaut Road on the north of the Sharavati. The difficulty of the latter and the unbridged Sharavati indicate Honne as the best for the northern parts of the tract in question

12 Per Contra the disadvan-
-tages of Venne are:-
1st. That it is on the extreme
north of the tract to be served
2ndly That it will run on the
south of the Sharavati in a
direction nearly parallel to the
existing Ghaut Road on the
north of the same river.
and 3rdly. That nearly the
greater portion of the Ghaut
is in British Territory and
the Bombay Government will
probably not care to undertake
a new Ghaut Road so close
to the existing one. If Venne
is adopted we must do the
whole road up to Gerusoppa
13. The advantages of the
Sarabhole Ghaut are:-
1st That the Ghaut portion
is entirely in the Ikeree
Territory.
2ndly That it is in the centre
of the tract to be served.
3rdly That it passes through
the low Country of Sarabhole
which cannot otherwise be
served.
4thly It gives the easiest Ghaut
of all possible routes
14 Per Contra the disadvantages
of

of Sarahole are:-

1st. It will be a longer road than Yenne - 19½ miles from Salagupper to head of Ghaut; 8½ miles down the Ghaut and 7 miles level - Total 35 miles in Mysore Territory, and from our boundary to Bantkal some 10 or 12 miles. Will the British Gouernment make the last bit is a question for enquiry

½ 2ndly Bantkal is a small sea-port which never did any large trade. Mysore produce prefers to go to Gerosoppa, because prices there are steady and favorable while at Bantkal they fluctuate very much. This fact induces the rayats of even the Nagar Kadanid to prefer Gerbisoppa to markets, near their own homes and more easily reached by existing roads.

15. Under such circumstances I am of opinion that before arriving at a definite decision we should depute the Assistant Secretary to inspect the country between the Sarahole Ghat and Bantkal, with a view to ascertain whether a road there can be easily made and whether the

the same is one likely to be undertaken by the British Gauernment. We as well as the Deputy Commissioner should visit Banthal during the next cold weather and thoroughly investigate the capabilities for development as compared with Gerisoppa.

At the same time the best route to Gerisoppa should also be investigated. Honnawar should of course be inspected, but the country between Honnawar and Govardhangiri should also be reconnoitred.

The Govardhangiri Pass may have come into use more necessarily because it is the easiest, but because of the fortress Govardhangiri.

16. Simultaneously the views of the British Government as to what they may be prepared to do in their own Territory and whether they have any particular preference for any one of the passes in question should also be ascertained through the Residency

1st.

LB 28 2-95
R 13
Read
2324

Sl 2. Letter dated 19 April 94 No 1156 from the Dy Comr of the Mysore District submitting for orders an extract from the Proceedings of the L. F. Board meeting of the French Rocks Circle held on 9 January 1894 recommending the transfer to Provincial the marginally noted 2 roads, owing to the inefficiency of the D. F of the French Rocks Circle.

1. Seringapatam Chenroy Apatna Road
2. French Rocks Station Chellegere road

PL 95-20

20916

LF 171-93

9/6/94

Order thereon

"There is no good reason for transferring the roads in question to Provincial"

N

1-6-94

Issue

For Chief Secy

To

The Dy Comr. Mysore Dist